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	CENTRAL INTELLIGENCE AGENCY	REPORT	
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Sanitized Copy Approved for Release 2010/06/14: CIA-RDP80T00246A037200320001-3 12. SECRET 25X1 OFFICIALS ONLY ASSIFICATION COUNTRY Czechoslovakia REPORT DATE OF REPORT 3 August 1957 SUBJECT Aircraft Plant in Kunowitz (Kunowice) PLACE ACQUIRED 25X1 LAST REPORT ON SUBJECT (If applicable) ANNEXES 4-blueprints with 25X1 legerds on ditte The following information on an aircraft plant in Kunowitz (Kunowice) was obtained 25X1 The aircraft plant, which had no name plate at the entrance, was called It was a state owned plant (norodni podnik). 25X1 The plant had an old section, referred to as Altes Werk (A), called Stary zavod and located directly at the southwestern edge of Kunowitz. 25X1 just west of the single-track railroad line running from Ungar Hradisch to the southwest. The new section, referred to as Neues Werk (B), was located about 1,5 km west of Altes Werk. Between the two sections was the factory airfield (C). In 1954, the new section had been completed and started with the manufacture of aircraft. The plant had no electric power station but was connected to the electric circuit in Kunowitz. It was presumably supplied with water also from Kunowitz. There was no direct railroad connection with spur tracks in the old section, but a single-track line extended just east of this section leading to Ungar Hradisch, A railroad stop for passenger trains was next to the entrance, but no loading ramp with freight sheds was available. An approach road from Kunowitz ran to the entrance of the old section and inside that section to hangar 2 with a branch road to the southern side of this hangar. Another approach road, the course of which could not be definitely identified extended to the new section from the western edge of Kunowitz. 1 2. The following two aircraft types were manufactured in the plant: Yak-15, licensed construction of a Soviet military aircraft Czech touring plane 25X1 The main production was done in Section B, while the completed aircraft 25X1 were tested and individual parts like rudders were manufactured in Section A. An assumed total of 50 Yak-15s were manufactured per month since the factory had to make test flights with so meny aircraft of this pilot 25X1

type each month. The monthly production of SUPER AEROs could not be determined.

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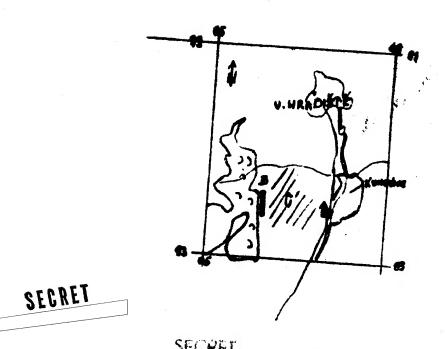
3.	aircraft, a licensed construction of a Soviet type, were manufactured for the Gsechoslovakian Air Force. The test pilot and one mechanic, employed by the Csech Air Force, were the only persons who were allowed to work on these aircraft. The Ygk-15, a low-wing monoplane with a 7-cylinder radial engine, a two-seater cabin with cabin roof, was not yet fitted with an antenna since the radio installation presumably was not yet installed.	25X1 25X1
	tail wheel was retractable.	25X1
4.	which is the exact designation of the second type, was a 4-seater touring plane, a low-wing monoplane with 2 WATER-Minor 4/3 engines, each of 105 hp, with variable-pitch propeller, landing gear retractable into the engine nacelle, with a cruising speed of 250 km/h.	25X1
5.	20 new SUPER AEROs and Yak-15s were parked in Hangar 2 of Section A. This number was increased by 5 Yak-15s from Section B	, 25X1
	the 5 aircraft were towed by tractor from Section B to Section A across the airfield. 2 Yak-15s were daily test flown, one from 0900 to 1200 and the other from 1330 to	25X1 25X1
	1600. During that period. no aircraft left Hangar 2. No trial flights were nade with the because of continuous fog during that period; moreover, the aircraft had no radio installation for blind flying.	25X1
6.	The total work force was estimated at 300 including at least 50 percent women. The personnel in Hangar 2 included 1 janitor with the name of Neiser (fnu), 1 female clerk, and 10 mechanics. The unidentified number of factory pilots for the	25X1
7.	Section A was guarded by about 20 men of the factory militia who were blue coveralls and dark blue ski caps or berets. The men were unarred in the factory area. Two men of the militia who were armed with pistols were in the guardhouse at the entrance to Section A, where they opened and closed the entrance gate for vehicles and checked the light red passes of the workers. Militia also patrolled through the hangars. A double sentry armed with pistols continuously patrolled the area around the place No AA gun emplacements, camouflage installations, and air raid precautionary measures were noticed. No information could be obtained on security measures in the new section of the plant.	
1.	Comment. For location sketch of aircraft plant, see Annex 1. For layout sketch of old Section (A) and factory airfield, see Annex 2.	25X1
2.	Comment. For sketches of alleged Yak-15, see Annex 4. It is believed that this aircraft was not a Yak-15 but a Yak-11,	25X1

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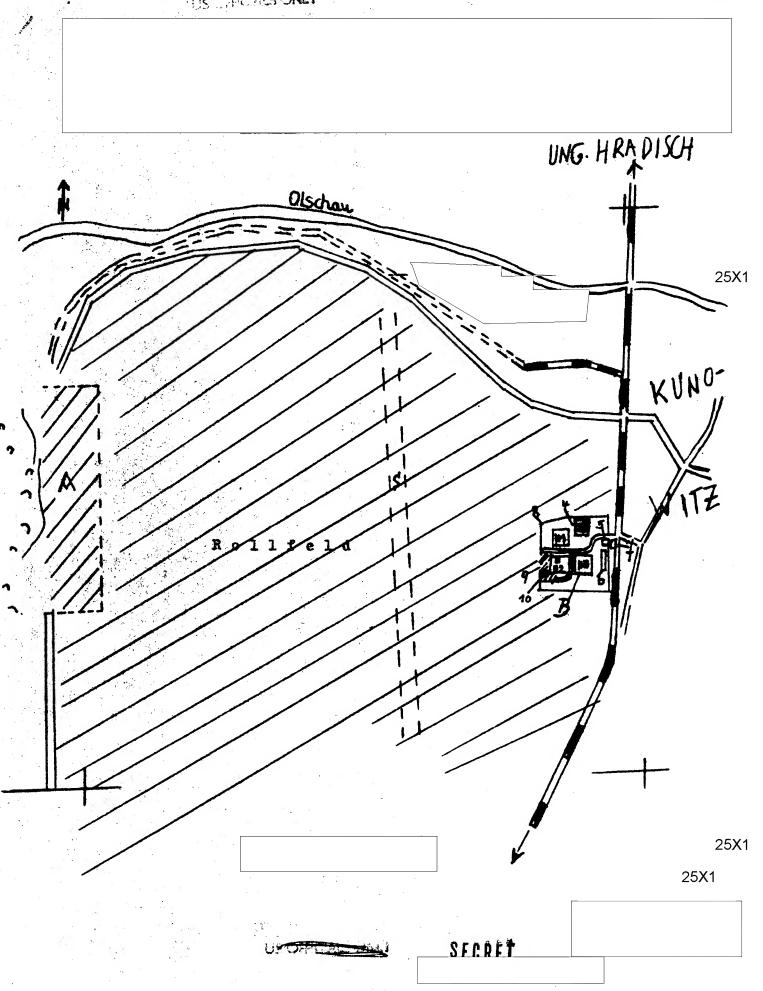


A	Old Section	
-	New Section (Main Plant)	
	Factory Airfield	
C	100000	



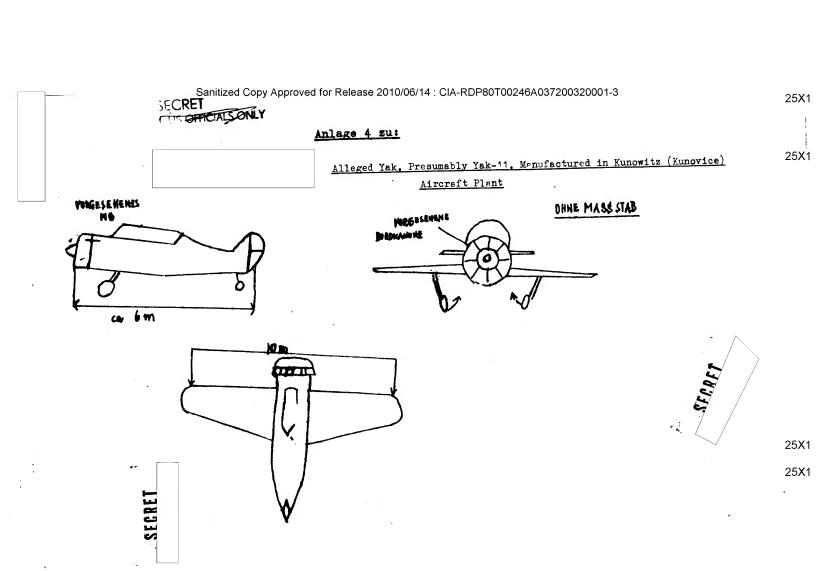
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